IN THE CLAIMS:

Please amend the claims as follows. Claims 1, 17 and 19 have been amended, claims 22-29 have been withdrawn and claims 30 and 31 are newly presented. Support for these amendments may be found in the original disclosure, for example, the amendment to claim 1 and 19 is supported in the specification at ¶ 6, ¶ 10-12, ¶68 and ¶77. Support for new claim 30 is found in the specification, for example, at ¶ 77 and Figure 10. Support for new claim 31 is found in the specification, for example, at ¶ 69. No new matter has been added. Claims 22-29 are cancelled.

The following is a complete listing of the claims in this application and replaces all earlier versions and all earlier listings of the claims:

1. (Currently amended) A tire whose tread comprises at least a first tread element and at least one second tread element, the first tread element being adapted for measuring at least a tangential force and being different than the second tread element, each of said tread elements having a contact surface that, during normal operation of a vehicle wheel equipped with the tire, comes into contact with the ground in a contact area on each revolution of the tire, the first tread element being configured such that, at least within a range of rolling conditions to be monitored, the contact surface thereof slides relative to the ground during its passage through the contact area, the at least one second tread element being configured such that, at least within a range of rolling conditions to be monitored, said at least one second tread element does not slide over the ground, the said ~~tire~~ first tread element comprising means that constitute a sensor ~~within the said first tread element which is~~

~~sensitive~~ capable of making a measurement of at least ~~to~~ a tangential force in the contact surface of the first tread element during its passage through the contact area.

2. (Original) A tire according to claim 1, in which the first tread element is made of a material different from that of which the second tread element is made and which confers to the first tread element an adherence potential lower than that of the second tread element.

3. (Original) A tire according to claim 1, in which the first tread element is made of a material different from the material of which the second tread element is made and which confers to the first tread element a wear resistance better than that of the second tread element.

4. (Original) A tire according to claim 1, in which the first tread element is made of a material having a Young's modulus higher than the Young's modulus of the material of which the second tread element is made.

5. (Original) A tire according to claim 1, in which the contact surface of the first tread element is located at a distance from the wheel axle that is less than the distance of the contact surface of the second tread element from the wheel axle.

6. (Original) A tire according to claim 1, in which said tread further comprises means that constitute a sensor within the second tread element which is sensitive at least to a tangential force in the contact surface of the second tread element during its passage through the contact area.

7. (Original) A tire according to claim 1, in which the first tread element, viewed at the surface of the tread, has a central zone surrounded by an encircling zone, said sensor being disposed so as to achieve a measurement in the central zone and being sensitive to at least one tangential force exerted at the surface of the central zone.

8. (Original) A tire according to claim 7, in which the surface area of the central zone is at least substantially equivalent to the surface area of the encircling zone.

9. (Original) A tire according to claim 7, in which, L_r being the length of the first tread element in the preferred rolling direction, L_g being the length of the first tread element in the direction perpendicular to the preferred rolling direction, L_1 being the length of the central zone in the preferred rolling direction, L_2 being the length of the central zone in the direction perpendicular to the preferred rolling direction, d_r being the minimum length measurable on the encircling zone in the preferred rolling direction, dg being the minimum length measurable on the encircling zone in the direction perpendicular to the preferred rolling direction, the following relations are obeyed: $dr > Lr/10$, $dg > Lg/10$, $Lr/5 < L1 < 4Lr/5$ and $Lg/5 < L2 < 4Lg/5$.

10. (Original) A tire according to claim 7, in which the center of mass of the first tread element is in the central zone.

11. (Original) A tire according to claim 7, in which the central zone has a resistance to a force directed perpendicular to the surface of the tread which is less than the resistance to a force directed perpendicular to the surface of the tread offered by the encircling zone.

12. (Original) A tire according to claim 7, in which a thin recess strip relieves of stress the material situated radially beneath the surface of the central zone as compared with the adjacent material situated beneath the encircling zone.

13. (Original) A tire according to claim 7, in which a plurality of cutouts in the shape of wells are molded into the central zone.

14. (Original) A tire according to claim 13, in which the cutouts are at least partially inclined.

15. (Original) A tire according to claim 7, in which the Young's modulus of the material situated beneath the central zone is smaller than the Young's modulus of the adjacent material situated beneath the encircling zone.

16. (Original) A tire according to claim 12, in which the thickness of the thin strip is approximately 0.3 mm to 2 mm.

17. (Currently amended) A tire according to claim ~~15~~ 12, in which the thin strip is at least partially inclined.

18. (Original) A tire according to claim 1, in which the tread includes sufficient first tread elements to ensure that there is always at least one first tread element in the contact zone with the ground during each revolution of the tire.

19. (Currently amended) A tire according to claim 1, in which the means that constitute a sensor is embedded in the ~~wall~~ first tread element.

20. (Original) A tire according to claim 19, in which the sensor is arranged radially inside of the tread intended to become worn during the use of the tire.

21. (Original) A tire according to claim 1, in which the sensor comprises a device or devices with Hall effect.

22-29. (Cancelled)

30. (New) A tire according to claim 1, further comprising more than one first tread elements and wherein all the said first tread elements are substantially similar elements.

31. (New) A tire whose tread comprises at least a first tread element and at least one second tread element, the first tread element being adapted for measuring at least a tangential force and being different than the second tread element, each of said tread elements having a contact surface that, during normal operation of a vehicle wheel equipped with the tire, comes into contact with the ground in a contact area on each revolution of the tire, the first tread element being configured such that, at least within a range of rolling conditions to be monitored, the contact surface thereof slides relative to the ground during its passage through the contact area, the at least one second tread element being configured such that, at least within a range of rolling conditions to be monitored, said at least one second tread element slides substantially less over the ground than said at least one first tread element, the said first tread element comprising means that constitute a sensor capable of making a measurement of at least a tangential force in the contact surface of the first tread element during its passage through the contact area.